AND NOT MUCH SOONER, SAY THE MEN IN CHARGE.

Tunnel All Done Save for 226 Feet-Power House Will Be Finished When the Road is Ready-Strikes to Be Feared There Only-Progress in Lower Broadway.

Those who do not expect to see the subway trains running before Oct. 1 are much less exposed to a disappointment than those who have put faith in the statement that the underground route will be open by September.

At the engineer's office in the Park Row Building the earliest date talked of is "some time in September." And that does not mean the first of September or the first week in September.

The engineers say, and that with the reservation of not being quoted by name, that there is every reason to believe that the subway proper-the roadbed, the stations and the entire underground equipment-ought to be in readiness, barring unforeseen delays, by about the middle of September. But how about the power

That is a feature of the work as vital as the roadbed itself. George E. Thomas, the engineer superintending the work of constructing the power house and its plant, is as cautious about making positive predictions as to the date of beginning the operation of trains over the road as the engineer of the underground work proper. The one thing he is as positive about as anybody can be of a future event is that whatever delay there is will not come from lack of power to drive the trains whenever the roadbed is ready for them to run.

Out of the thirteen engines, which will be the full power house equipment under the present plans, the erection of two is already finished, and they could be put into operation on less than twenty-four hours notice. Two more will be ready for work within ten days, and four more could be put in running order within twenty-five or thirty days.

Of the seventy-two boilers which will make up the power house steam battery, thirty-two are now complete and ready for fires to be put under them, and twenty others are in course of erection. These fifty-two boilers are the equipment for the power house as originally planned. The remaining twenty-two boilers are to go into the 108 foot extension which is going on to the power house, and which is not yet erected.

The original power house is within 25 per cent. of being completed and 700 men are working on it at present, with full night and day shifts up to a short time ago. At the present rate of progress it would seem that the original eight engine power house should easily be ready for operation by the middle of September, and with the eight engines installed there would be ample power to run the road.

It could be run, but in a more or less curtailed way, with four engines, but there is no reason to expect that an attempt will be made to put trains in motion until things are ready for giving a service that will produce a favorable first impression instead of one that will be a disappointment and cause grumbling. Besides, it is expected that the road when first opened will be well nigh swamped with traffic for a time, because a very large proportion of the 4,000,000 or 5,000,000 people in and around New York will, for a time at least, and until the underground becomes an old story, make it the duty of their lives to travel up and down the city under ground.

So, for these reasons, if for no others, there will be more or less delay until everything is in apple pie order for a good start. The only place where a strike could now

seriously retard matters is in the power house. But for labor troubles the power house even now would be completed and ready to do its work. Strike after strike curred among the men there, putting back the work by months.

At present peace reigns all along the line, but how long it will reign is, of course, more or less problematical. But for good tact on the part of Mr. Thomas, and a patience which might be an object lesson for Job himself, the power house work would have been months behind where it is now. As it is, enough time has been wasted with walking delegates and their works to build a power house of ordinary size.

The work on the tunnel and underground plant generally is now so nearly completed that strikes need not be counted as a serious element of possible delay. Of the total of sixty-five miles of tunnelling all is now done save a stretch of 226 feet

This gap in the line is in the St. George tunnel, which is progressing toward com-pletion at the rate of about 120 feet a month. This would mean that the job, barring accidents, would be ended somewhere about the middle or the latter part of August. So far as the stations are concernedthere are to be forty-nine on the line-

all are practically completed save one This one is at 215th street, where they are now engaged in putting in the foundations. It should be done by the middle of July or the 1st of August, and by that time what small work there still remains to do on the other stations ought to be nearly completed. This work consists of putting in the ticket

booths-which in some stations have not yet been erected—the placing of the railings and other minor details.

Over the entire line of sixty-five miles barring the St. George tunnel above mentioned, the track is laid and ballasted The third rail, however, has not as yet been placed in position. For fear of accidents by the possible switching on of the current the third rail connection will be left until about the last.

The rails, however, have been distributed all along the line, and the actual work of putting them in place and connecting them with the feeders will require little time.

The only places where the tunnel is no covered over and delivered to the city for final surface paving and putting in order are in Park row and Forty-second street. It is estimated that it will take six weeks yet, or until about the first of August, before the subway people will be through with these afflicted localities and be ready to deliver them to the city.

The work in Park row with the two big stations and the great Bridge connection was particularly complicated and of colossal magnitude, considering the difficulties under

which much of the work had to be done. The work under lower Broadway, from Ann street to the Battery, is making excellent progress. It is believed that the ling, including the Battery end loop, will be completed and ready for the rails by

the first of October. This tunnel from the north end is now sted from Ann street to Cortland street. Another section is completed from

Liberty street as far as Exchange place. This leaves only the block intervening between Cortlandt and Liberty streets in the way of making a completed tunnel om Ann street to Exchange place. From Exchange place southward there is an ed section as far as Morris street but from Morris street to the Battery there pleted strip to the end of the line

indistruction and an expensive section of the secti

at the Battery, all except about 800 feet of the Battery loop, on which work is now

rapidly progressing. The work of finishing this lower Broadway tunnel, after the hole itself is bored, is likely to be more or less slow and tedious. There are several points which present difficulties of their own in the way of cramped space

to work in. The worst of these, perhaps, are at Fulton, Dey and Rector streets. Here the task of building the stations will be difficult, for the reason that the platforms will crowd close up to the building line. This makes very troublesome conditions and prevents rapid progress.

For the conversion of the high tension electric power sent out from the power house-which will be of 1,000 volts-to the lower tension for the third rail, there are to be eight sub-stations." These are in City Hall place, at 108 and 110 East Nineteenth street, 325 and 327 West Fifty-third street, 264 and 266 West Ninety-sixth street, i West 143d street, 73 and 77 West 132d street, in Hillside avenue and in Fox street.

These sub-stations are about 50 feet wide by 100 feet deep, with the exception of the one in West Fifty-third street, which has a depth of 116 feet. All these sub-stations are so near completion that they need not be taken into account in estimat ing possible causes of delay in opening the road.

FACTS ABOUT PRESIDENTS. Their Names, Nicknames and Relations

With the Alphabet. A party at the Republican Club were talking about the Presidents. One said it was rather ourious that no Presidential candidate and no President had ever split his name in the middle. One Vice-Presidential candidate did so. And

he was named B. Gratz Brown. This reminded another that in the long list of Presidents there were only two instances in which names had been duplicated-John Adams and John Quincy Adams, and William Henry Harrison and Benjamin Harrison.

"And in both instances they were of kin," said another.

"But there were two Presidents," chimed in a veteran, "who had the same Christian name, and whose family names began with the same letter, Andrew Jackson and Andrew Johnson."

The man who started the talk recalled that there had been three Johns in the White House. He mentioned the two Adamses and Tyler.

"But James was the favorite Christian name for Presidents," was the reply. "You may recall that we have had five-Madison, Monroe, Polk, Buchanan and Garfield." "But there was only one George. us drink to his memory. He was the first

and last. "As there was but one George, there has been but one Thomas, and as I am a sort of Democrat at times I propose a cup to Jefferson," said the ex-Judge in the group.

"Have you overlooked the fact that we had two Williams for Presidents?" asked the man who had recalled the five Jameses. \*There were William Henry Harrison and William McKinley."

"That reminds me," quoth another, "that we had but two Presidents who signed both Christian names, John Quincy Adams

both Christian names, John Quincy Adams and William Henry Harrison."

"Eighteen of our Presidents had no middle Christian names, or if they had they never signed them. Mr. Cleveland has a middle name, but he eliminated it early in life," said the starter of the gabfest.

"And as we look at them," said another, "all of our Presidents, save McKinley and Roosevelt, had English names."

"You have forgotten that there was one with a Holland name—Van Buren. I suppose some of you Dutchmen would claim him," remarked a member of the Holland Society.

Society.

How does the entire list stand, alpha-"How does the entire his status," applied the ready man. "Twelve letters of the alphabet have not figured in the Presidency. They are D, E, I K, N, O, Q, S, U, X, Y and Z"

"Maybe you can tell us right away which letter has figured as you term it, oftenest?"

letter has figured, as you term it, oftenest?" asked the man who had started this branch

"Sure," was the prompt reply. "There have been three A's, two G's, three H's, three J's, three M's, two P's and two T's. B, C, F, L, R, V and W have been represented

"How many of our Presidents have had nicknames?" asked a man who had come in at that moment.

This required a little exercise of the gray

who had made the matter, but the man who had made the alphabet a study was to the fore after a

brief lull.
"I count ten," he said. "We had Old Abe,
Andy Jackson, Andy Johnson, Ben Harrison, Zach Taylor, Old Buck, Chet Arthur
and Teddy Roosevelt. Some of these had other nicknames. Jackson was known as Old Hickory, the first Harrison was Tippecance, Lincoln was the Rail Splitter, Taylor was Old Rough and Ready and Roosevelt is frequently called the Cowboy and the Rough Rider."

"How many members of the Cabinet

Rough Rider."

"How many members of the Cabinet ever became Presidents?" asked the man who ordered the last round.

"Six." was the prompt answer of the man who had worked the alphabet. "Jefferson, Madison, Monroe, J. Q. Adams, Van Buren and Buchanan. Each had been Secretary of State. Monroe was Secretary of State and afterward Secretary of War, both in the administration of Madison.

"There was another Cabinet officer who became President," said the veteran. "You forget Leff Dayls. He was Secretary of War

"There was another Cabinet officer who became President," said the veteran. "You forgot Jeff Davis. He was Secretary of War in Pierce's Administration. We all know of what he was President."

But nobody said anything. After they had shaken up the bag once more an old Hunker said that Tyler's administration took the cake for shake-ups in the Cabinet. He ran off the names of Jour Secretaries of State, four of the Treasury, five of War, five of the Navy and three Attorney-Generals.

Generals.

The symposium might have been ex-tended had not a fire engine dashed by the clubhouse just then, and the round table went out to see where the fire was.

Dangerous Mexican Weed to Smoke.

From the Mexican Heraid.

Manuel Guerrero and Florencio Pino had got the "maribuana" habit, and for the last few weeks had been smoking big cigarettes in which tobacco was mixed with the danger ous weed. Tuesday afternoon the two me

ous weed. Tuesday afternoon the two men smoked cigarettes composed of tobacco in smaller proportion than marihuana, and after a few minutes ran amuck.

They went out into the street shouting, vociferating and attacking everybody. First they marched hand in hand, declaring that they mere the bravest men on earth and would kill anybody who dared to say a word to the contrary, but at last Pino declared that he was still braver than his friend, and a fight followed, the two receiving dangerous wounds. They were captured and sent to the hospital, where they had to be put into straitfackets. It is feared that the two men, if they recover from their wounds, will lose their minds permanently, as is the case often with marihuana smokers.

How a Mail Thief Was Discovered.

From the Philadelphia Record. "Yes, there are some pretty nice pickings in the mail service if the clerks want to take chances," said one of the postal inspectors yesterday. "Take the case of just one fellow yesterday. "Take the case of just one fellow on whom we landed recently. In one year we traced \$475 of missing money to him, and there is no telling how much he got away with that couldn't be accounted for. Of the \$475, he swiped as high as \$50 in cash from one letter, and as low as \$60 cents. And these were not registered letters, which shows the foolishness of sending money through the mails without taking proper precautions. In one instance a travelling man sent his wife \$4 in a letter. It never reached her, and her kick brought \$3 more. That was swiped, too, and the circumstance of two thefts in one family, one following the other so dosely, was largely instrumental in casting suspicion on the culprit."

## WHEN PRINCETON CELEBRATES

'99 AND '01, BUG CLASSES BOTH, KEPT THINGS GOING.

About the Liveliest Commencement Old Nassau Ever Knew-Worshippers of the Sacred Bird Out in Force, but How About '01's Record of Children?

Princeton graduates always have a lot of fun at their commencements. That's what commencements are for. But the fun that ended last week was quite the most hilariously organized fun that ever stirred the leaves of the grand trees of Old Nassau. This was in great measure due to the coming back for reunion of the two "bug classes," '99 and '01.

Just why these were bug classes no one seems to know with certainty. But for the perpetration of stunts of complicated ingenuity and joyfulness they have run a close race, with all others lost in the dis-

This year the reverence of '99 for the Sacred Bird, the class fetich, and the selfglorification of '01 in its record as an anti-race suicide club kept all Minceton, from graybeards to the blushing sisters of undergraduates, in a tempest of giggles

and roars for a week. The elaboration with which the two bug classes—so called, of course, because of their fitness for the "bug house"-first burst upon the rest of the commencement community at the Princeton-Yale baseball game on Saturday, June 11, took Princeton off its feet. It is not likely to be so surprised again until one of those two classes comes back again.

The Sacred Bird tradition, like all great men and things, came of humble origin. It is a painful fact dwelt upon somewhat insistently by the editor of the Voice some years ago, that the undergraduates of most of the big American universities occasionally drink beer.

This sinful habit leads them to sit up together until late at night and produce close harmony and otherwise conduct themselves in a fashion utterly inconsistent with the manners and customs of our Puritan forefathers. Let him who grieves over the appetite of the undergraduate for foaming lager stop here. He cannot love the Sacred Bird.

Once, back in 1899, a number of seniors -their names are held in hallowed memory about the Princeton campus-were returning late, late at night from a close harmony session. The strains of their voices seeme to them so beautifully attuned that they felt bound to let the campus have the benefit of them as they came strolling back to the dormitories.

The campus was not appreciative. From darkened windows lightly clad persons, aroused from sleep, leaned out and deprecated them severely and by name recognizing the varied voices. They were urged to remember that the community desired sleep in the time meant for sleep and song in chapel in the morning. They sang on. They would educate the public taste.

Instead of language, more material tributes came their way. Shoes, split wood, waste baskets and at last a large strange object which whistled and made a strange fluttering noise as it fell and dropped before the first singer's feet. He stumbled over it, walked on, and then went back to

It was a motheaten wreck of what had once been a stuffed bird. It was featherless except for three bedraggled plumes drooping from the place where a tail ought to have grown. Its head swung loose on the end of a loose coil of wire. It was solemnly set up and silently and

wonderingly regarded until the discoverer "Ah! Sacred Bird." cried he in accents torn with remorseful reverence, "Pardon A thousand pardons! Thou hast been drawn to us by our sweet melodies and we have used thee like a freshman! Pardon. Gentlemen." he said, removing his beckoning to his companions, "Behold! A guest from Olympus. Let us do rev erence to the sacred bird! Let us bow

our debased bodies to the ground. Let us be abased!" Down they all got and bowed, murmuring the while, "Honor to the Sacred Bird

It was suggested that there were many sub freshmen about who ought to have the honor of worshipping the bird. The bird was taken through t he night in solemn

procession, and many were the freshmen who knelt before it and learned wisdom. who kneit before it and learned wisdom.

Not a few were so overcome with the spirit of the occa sion that they went forth with the priests of the bird and bought libations to be poured down in its presence. The ceremony continued for two days and two nights, until at the end the priests in an ecstasy of fervor cast the Sacred Bird into a bonfire, "that it might be a burnt sacrifice in its own honor."

sacrifice in its own honor sacrifice in its own honor."

The next year there was a great vacancy in the place in the hearts of returning '01. It was the place in which the Sacred Bird had been. They went to Prof. Scott, who has charge of the natural history collections of the college, and asked him whether it was true that the Sacred Bird had arisen phomixilize from its ashes.

Prof. Scott likes to laugh and he likes things which make Princeton graduates things which make Princeton graduates like one another and have a good time.

things which make Princeton graduates like one another and have a good time, and he solemnly assured them that it was really true—the Sacred Bird had indeed been restored to earth. He produced it from the upper shelf of the museum. It was quite a different looking bird in its reincarnated form. It was very like a motheaten and faded heron. But the class did it reverence. It went before them to the ball game of 1900 and did noble work for Princeton and its worshippers.

to the ball game of 1900 and did noble work for Princeton and its worshippers.

Bull-once again, at the end of a glorious season of joyfulness and song and brass-band-ring-around-the-rosy dances, the Bird leaped into the flames and was consumed. In the meantime a 1900 man had got a gifted Harvard man to compose "the Sacred Bird music," which is as flittery as a bat, as allemn as Sanator Fairbanks of Indiana solemn as Senator Fairbanks of Indiana and induces thirst.

solemn as Senator Fairbanks of Indiana and induces thirst.

There was no great surprise this year when it was found that on the occasion of the reunion of the class the Sacred Bird had played Phosnix again. This time it came in wondrous guise. It came with the body of a stork, but with the head of a pelican perched between its high hunched shoulders. Its legs were wrapped with orange and black ribbons, barber pole style and it stood upon a dais which had handles that four priests might carry it. Its wings were black and white and woolly. It had a tall like a two-year-old sheep which wagged at unexpected intervals.

But most wonderful of all was the great gain in the thing's intelligence in its purification by fire. When the bird in its progress came across an extremely pretty sirl in the commencement crowd, behold: ress came across an extremely pretty girl in the commencement crowd, behold its neck shot up to the height of three feet or more and its head wagged at her most affectionately. Moreover if a devote put a cigarette between its mandibles, it would smoke most vigorously.

put a cigarette between its mandibles, it would smoke most vigorously; likewise, it would suck up the contents of a glass of beer if properly approached.

The class took pains to show its appreciation of the improvement of the bird. At Princeton the custom of wearing reunion uniforms has become well developed. The costume of '59 this year was that of Priests of the Sacred Bird. Every man wore a heavy orange and black turban and orange and black flowing robes. The '59 reunion band, imported from Philadelphia at great expense, was required to learn the Sacred Bird music.

Now, the duty of a band is to go everywhere that any considerable body of the class wants to go and to play all the time

from noon until any old time the next morning that there are any survivors.

Great was the sensation on the ball field when '56 entered. First of all came the Sacred Bird, standing high on the dais supported on the shoulders of the high priests. Then came the band, playing the bird motif, and behind a hundred or more members of the class, in a column of sixes, their hands on one another's shoulders, their robes fluttering wide in the breeze and dancing a slow mysterious dance of honor to the bird.

The procession circled the field, the bird, with its own superhuman accuracy, selected all the pretty girls in the grand stand and did them the honor of a long necked bow. It smoked a cigarette and settled down to watch the game. Was a hit cracked out by Princeton the bird's sacred neck shot toward the heavens, its cigarette was hurled to the grass and its wings flapped

shot toward the heavens, its cigarette was hurled to the grass and its wings flapped with feverish eagerness.

It has been a great week for the bird and the '99 tent, to which favored members of other classes were bidden on orange egg-shaped eards which "commanded their presence to Worship the Sacred Bird and pour down libations of his Sacred Nectar."

The class of '91 has no material fetish. It worshipped an ideal. Its members dressed with automobile caps and coats and leggins, and called themselves "chiffoniers." It is the glory of the class that in three years sixty-eight of its two hundred, more or less, members have married, and that the sixty-eight have twenty-eight offspring. They bore ahead of their band a great transparency which set forth these facts in tabular form.

Out ahead and from one side to the other of the placard pranced a young man on a borse of the kind that claws use at the

of the placard pranced a young man on a horse of the kind that clowns use at the circus. He looked very much like the President of the United States and brandished a big tin sword with which he called the attention of the audience to the statis-

Each member of the company of chif-foniers pushed ahead of himself, in solemn state, a tiny doll beby carriage. In the carriages of those who were already fathers there was a doll. One or two had two

there was a doll. One or two had two dolls.

The Personage on the Horse halted the procession in the middle of the diamond and reviewed the class. Those who had babies in their carriages he greeted with the word "Dee-lighted!" and shook them warmly by the hand. Those who had none were waved aside with soorn. Those who had two got both hands and an embrace over the side of the horse.

After the procession passed, the Personage and the standard bearer were left alone in the middle of the open space before the stand. All eyes were on them. Across the sward came a small messenger boy in uniform, waving a telegram.

The Personage grabbed it. He read it. The horse pranced cestatically. He motioned to the standard bearer, who pulled a string and the number "28" on the transparency disappeared and the number "29" appeared!

appeared!
1901 cheered costatically and in a delirium of high jumps and song retreated to its seats to watch the game, carrying with it its other banners. These were headed by one which proclaimed "What Royalty Thinks of 1901." fellowing there were a number in English, German, Russian, French and Chinese, each signed by the rulers of the various countries. The first was the only one that could be read.

Dee-e-lighted! No Infantessimal Recess Here! Words Are Good, but Not Unless Backed Up by Deeds. THEODORE.

There was one other, calling the attention of the commencement girls to the fact that there were "still a few of us left"!

GROWTH OF MOTORCYCLING.

Rapid Progress Being Made by the New Man Carrier.

Without much noise being made about t, motorcycles have been steadily increas ing in numbers, and there is an enthusiasm among the users of them that is akin to that of the pedal pushers in the days when

the bicycle was a novelty. An inkling of what may be expected in respect to the motorcycle is here obtained from a glance at the situation abroad America has followed the lead of Europe and Great Britain in the adoption of the motorcycle as it did with regard to bicycles and automobiles, and the situation on the other side of the Atlantic has been in each case reproduced here a few years later In Great Britain the motorcycle has been gaining favor steadily and at a rapid rate the United Kingdom is behind France in

vehicular development.

In France, where every automobile and bicycle is licensed, exact statistics are obtainable, and the official records show that there was, last year, an increase of 50 per cent in the number of motorcycles in use. The census made this spring showed that a total of 18,816 of the little two-wheeled a total of 18,516 of the little two-wheelest motor vehicles were in use, and this is only eighty less than the total number of automobiles. This is a showing which indicates that in another year the motor-cycles will exceed in numbers the automo-biles. That a similar development is to biles. That a similar development is to come here there is every reason to believe. The national body of motorcyclists, formed only last September, has been growing rapidly. It now has representation in thirty States. In the winter they were strong enough to induce the Legislatures of both New York and Maryland to exempt them from the provisions of the automobile laws.

automobile laws.

The Federation of American Motor-cyclists is now arranging its first annual endurance contest, and there is every promise of success for it. Most interesting in connection with these new "man carriers" is the novel character of the contests that are arranged to test them and their riders. The meet of the national federation is to be a six day affair, beginning in New York and ending in Cambridge, Md. It begins on July 2, with an endurance run from New York to Albany, and a return trip on July 2.

New York to Albany, and a return trip on July 3.

On July 4 a unique contest is to be held to see who can travel furthest with a given quantity of gasolene. One quart of gasolene will be allowed to each of the contestants, and the contestants will then set out to follow a pacemaker, who will have his tank full of fuel. The competitors will keep going to the last gasp of their engines and as they fall out of line along the road accrers, who follow up on other fully supplied machines, will record the place where the others fall. On July 5 there will be further novelties to demonstrate the efthe others fail. On July 5 there will be further novelties to demonstrate the ef-ficiency of these machines in the line of starting, stopping, hill climbing and slow speed contests. The rules that will apply to these events are as follows:

speed contests. In a rures that will apply to these events are as follows:

Starting—Competitors will mount and, at the signal, will pedal and apply motive power; the times will be taken from the word "go" to the sound of the first explosion, and the operation must continue regularly until the referee orders a halt. Each competitor will have two trials, and the average time of both will decide the award of points—100 being the maximum for the best average.

Stopplag—Competitors will follow a pacemaker equipped with speed indicator, and, when a speed of fifteen miles an hour is attained will, at the command "brake" cut off power and apply his brake or brakes and bring his machine to astop. Awards will be made on the basis of 100 points for the stop in the shortest distance.

Slow Speed—Competitors will ride a measured course of 100 yards without pedalling, "racing" of engine, intermittent application of power or release or partial release of compression. The slowest performance will earn 100 points.

In the hill elimbing trials the greatest speed will not be sought. A time limit will be set and all below it will be penalized one point for every second or fractions thereof they may fall below it. Riders will be required to maintain upright and not scorch-

Majesty's reign. will be raised by subscription supplemented

will be required to maintain upright and not scorching positions.

In planning these contests the laudable object of the federation officials has been to encourage the production of machines that will run slowly through heavy traffic without noisiness, that can be stopped short and started quickly.

On July 5 the run to Cambridge, Md., beeins, the route being by way of Philadelphia and Wilmington. This, too, will be a contest, the tourists being required to conform strictly to schedule, to make all repairs on the road and to surrender their machines to a committee at night. Cambridge will be reached on July 7, and the two following days there will be devoted to pleasure trips, a business meeting and a race meet on a half-mile track. The whole affair, being the first motor cycle event under the auspices of the national organization, may be said to mark the formal début of the motor cycle here.

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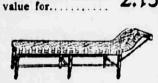
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## ISLAM'S RAILROAD TO MECCA.

THE ENTIRE MOHAMMEDAN WORLD AIDS ITS CONSTRUCTION

Is Being Pushed Through the Hedjaz From Damascus With Energy—The Sultan at the Head of the Enterprise -Large Gifts From the Faithful. In spite of some discouraging circum-

stances, the railroad of the Hedjaz, or the pilgrims' railroad, is being pushed forward with unusual energy for an Oriental enter-The Sultan of Turkey has set his heart upon this railroad along the route followed by Mohammedan pilgrims from Damascus

to Mecca. It is extending day by day

toward Mecca, the centre of Mohammedan fanaticism, which no white man has visited, except in disguise. The most authoritative and fullest report on the progress and prospects of this unique enterprise has just appeared in the Mitteilungen of the Imperial Geographical Society of Vienna. The information, collected at Damascus and Beirut, includes in-

teresting facts that have not before been ublished. Interest in the railroad is steadily growing in all parts of Islam, and has been greatly stimulated by the Mohammedan press. Each issue of every paper from India to Egypt sounds the praises of the project of putting an end to the sufferings hat myriads of pilgrims have endured

long this highway to Mecca. Fulsome eulogies are showered upon the promoter of the holy undertaking. All the followers of the Prophet are incessantly assured that they have no duty in life more imperative or meritorious than that of conributing at any sacrifice, to the construction of the railroad.

A specimen or two will illustrate the quality of these effusions. The Tamarat Beirut said in a recent issue: "What joy has spread over the whole Mohammedan world at the thought that our master, the chief of all believers (God save him!) is building this railroad from Damascus to the holy city of the pilgrimage-a railroad that will join the Arabian

provinces, the heart of Islam, with the centres of the highest Khalifate and will unite all under the glorious Ottoman flag." The Egyptian journal Arhraid al Misri "The Hedjaz railroad will, at the very least, be as important in the Momammedan

world as the Suez Canal is in the world of commerce. Constantinople paper says: "Every difficulty is being overcome by the wisdon of our sovereign. Our trust in him, however, does not relieve a single follower of Islam from the duty of making severe personal sacrifices to provide the means required for this mighty undertaking, which will be the most glorious monument of his

"If necessary we must make ourselves the sacrificial victims of this work in orde that it may be gloriously achieved." This sort of literature, spread everywhere, is having remarkable influence. There seems no doubt that all the funds required

by the contributions exacted by the Sultan's Government throughout his empire. Such remote regions as Tunis, Algeria Afghanistan and Turkestan are contributing more liberally than was expected leally large sums are coming from the Mohammedans of British India, China and the Dutch East Indies, although their route to Meoca is by sea to Jedda and they will never use the pilgrims' railroad.

Mohammedan merchants of Calcutta have recently forwarded £5,000 sterling. Lucknow has sent 29,000 rupees; 4,000,000 piasters have come from Burma and Southern

the work of collecting funds is now splendidly organized in India and that 166 commissions have charge of it. Even Natal and Australia are sending their mite. In the Turkish Empire a special tax has Hedjaz in addition to this the entire official class are required to pay a small percentage

of their salaries. Each new employee must give an entire month's salary; and all pay 10 per cent. of their salary for May each Circumstances have brought about important changes in original plans. The dea of building the road originated with

the Second Secretary of the Sultan, Mehemet Izzet Pasha, a little over four years ago. It was enthusiastically adopted by the Sultan, and his decision was announced by an irade in July, 1900. The Sultan had some visionary ideas that vanished as his railroad

education progressed.

He first decided that no material or labor not of Moslem origin should be employed; but to-day foreign steel is being imported and Italian and Austrian laborers are working on the roadbed. The first plan was to make the track broad gauge, but the line is advancing as a narrow gauge road. Of course Turkey had no competent

the entire work is materializing under foreign direction. Few white persons have ever travelled along even the northern part of this route From Damascus it takes a southerly direction parallel with the Jordan Valley and the Dead Sea, and from twenty-five to thirty

engineers for such an enterprise, and so

miles west of them. Some distance below the Dead Sea the route suddenly turns to the southeast to cross the wide red sand waste of northern Arabia extending nearly to Medina. Then the road strikes south again to Mecca.

The length of the entire line, Damascu to Mecca, will be 1,054 miles. The first sec tion, Damascus to Amman, 140 miles through fruit and grain lands, was completed in September last. The second section. Amman to El Hassan, 102 miles, dry and bleak, is now nearly finished, the track having been carried to the south of the Dead Sea. The third section, El Hassan to Mahan, 62 miles long, is now being graded and the rails will probably be laid before the end of the year. Surveys are in progress in the desert beyond Mahan. Thus about a third of the road will be

ready for operation this year, but progress across the desert may be slow. No one knows how much the work may be delayed by the possible hostility of Bedouin tribes or the arid nature of the country. The pleasant and easier part of the work was at an end last year, for the whole coun-

try is as dry as a bone along the southern four-fifths of the route. For at least two-thirds of the way the road is never likely to have any business excepting the traos-portation of pilgrims—who, about 1910, may travel between Damascus and Mecca in two to three days, a journey now made with difficulty and danger in five or six

> Excused Her Inexperience. From Lippincott's Magazine.

A small boy, aged 5, had a stepmother who was young and nervous. She had never had experience with children and the small

panic.
Croup threatened one day, and the doctor
was sent for in wild haste. As the doctor
entered the room the child raised his head
from his pillow and croaked hoarsely, in
apology for the hasty summons:
"You must excuse her, doctor, this is the
first time she has ever been a mother."

ONE WEAKNESS OF JEFFRIES. Champion Fighter Does Not Act the Cham-

pion-Normal as to Head. "The trouble with Jim Jeffries," said one of his retinue the other day, "is that he can't The Beirut Hadikat El Akhbar says that be taught to act the champion. If he would get a little swelled head, or pass out a little glad hand, it would be dollars and dollars in his pocket. But he won't, and nothing we could do would ever make him do it. "The public is just dollars and cents to

> applause makes never a bit of difference to him. It would be the same if they hissed "The night he whipped Fitzsimmons the second time, the latter did a grandstand play. As soon as he could get up, he staggered to the ropes, pulled off his gloves and threw them into the crowd, yelling: "There they go for souvenirs, boys. Bob Fitzsimmons will never fight again. "Then Bob went over to Jeff's corner

Jim. He fights before a 10,000 crowd just

as he'd fight in his training quarters. Their

and made a great speech about handing over the championship to the best man that ever stepped inside a ring. "All Jim answered was: bandages are too hard, or you'd never cut up my face that way.' And all that time 10,000 persons were yelling their heads off

for Jeffries. "When Jim passed into his dressing room he showed his only symptom of waking up and taking notice. A lot of people in the crowd were trying to shake hands with

" 'Boys,' says Jim, 'I wish I had a hundred hands, so I could shake hands with you all."
Well you ought to see the way we jollied him for that. It was about as good to us as winning the fight. But it was just a flash. Jim stayed in his room and played pinochle for four days. All the time he was in San Francisco he'd take a cable car if he saw a crowd begin to follow him in the attract. the street.

"After we got back to Los Angeles I started in to see what I could do toward giving him a case of swelled head. One day I to thim off alone for a long walk.

"'Jim,' says I, 'you're champion of the world. Champion of the whole world. Did you ever look at it that way? You're the heat man in your line in the whole

the best man in your line in the whole world! and then I stopped to see how that Jim was looking off over the field

Jim was looking off over the field.

"You see that tank?" says he. 'Well, I helped put it up and we had a peach of a time with it. The blamed thing was put together right, but it would leak, so we took it down and put it together again and still it leaked. They've been tinkering ever since I left the boiler shop, and the thing's leaking yet.'

"The champion is naturally shy. He's fond of his friends after he's known them a long time, and the best fun in the world to him, next to hunting, is to sit round and tell bear stories to them. When his fighting days are over, there's no Jeffries's Care for Jim. He'll get a ranch as far away from or Jim. He'll get a ranch as far away from town as he can find it, and hunt and fish until rheumatism lays him up."

## Females First: Males Second. John Burroughs in Harper's Megazine.

One spring I observed with much interest phœbe bird building her nest not far from ny cabin in the woods. The male looked on approvingly, but did not help. He perched most of the time on a mullein stalk near the little spring run where phæbe came for mud. In the early morning hours she made her rips at intervals of a minute or two. The nale flirted his tail and called encouragingly. and when she started up the hill with net and when she started up the hill with her load he would accompany her part way, as it were to help her over the steepest part, then return to his perch and watch and call for her return. For an hour or more I witenessed this little play in bird life, in which the female's part was so primary and the male's so secondary. There is something in such things that seems to lend support to Prof. Lester F. Ward's contention, as set forth in his Pure Sociology," that in the natural evolution of the two series the female was first and it in the two series the female was first and from the law second; that he was, in fact, made from